

AIRPORT USER SURVEY - (Middleton Morey Field)

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SURVEY

The Middleton Municipal Airport - Morey Fied (C29), is conducting an Airport User Survey to evaluate the use of its existing facilities and to identify future needs. The information collected will be used to inform a recently initiated Master Plan for the Airport. The Master Plan will identify capacity needs and facility requirements over a 20-year planning horizon.

Section 1 - General

Question 1

Do you currently use the Middleton Municipal Airport (C29)? *

Results Stats

58% YES

42% NO

Question 2

Would you use the Airport, (or use it more), if additional facilities or services were available? *

Results Stats

63% YES

37% NO

Section 2 - Existing Use

Note: if you answered "No" to both Question #1 and Question #2 above, you may skip to the end of the survey and click 'Submit' at the bottom of the page.

Question 3

If currently using the Airport (C29), please check all that apply and describe your use:

Results Stats

44%	Based User
24%	Itinerant User
0%	Cargo Shipment
38%	Aircraft Rental
10%	Charter Services
77%	Pleasure / Recreation
56%	Flight Training
33%	Business / Corporate Travel

Question 4

Please describe any other uses not listed in Question 3:

Anonymous user's comment on May, 29 at 9:26pm

Belong to EAA Chapter 93, and we meet at C29 often.

Anonymous user's comment on May, 31 at 7:42pm

Fuel, maintenance

Anonymous user's comment on Jun, 21 at 11:13am

Employee

Anonymous user's comment on Jun, 07 at 3:06pm

Fuel

Anonymous user's comment on May, 29 at 5:16pm

Hangar owner, use of terminal building facilities, meeting and event location, FYI-in location, Middleton community events, youth education

Your comment on May, 25 at 1:49pm 

asl;kdfa;sldfj;asklf

Anonymous user's comment on Jul, 16 at 3:08pm

Participate in teaching Pilot Ground School in conference room.

Anonymous user's comment on May, 30 at 8:02am

Events Young Eagles, pancake breakfast , hamburger and chili fly-in

Anonymous user's comment on Jan, 08 at 3:19pm

Would build a hangar and rent part for another aircraft.

Anonymous user's comment on May, 30 at 10:52am

C29 is the primary airport for local EAA Chapter 93. Many Chapter activities, including meetings, events, Young Eagles flight this, are located there.

Anonymous user's comment on May, 30 at 8:30am

Community event hosting, training.

Anonymous user's comment on May, 29 at 8:36pm

Occasional mechanic assistance

Anonymous user's comment on Jun, 21 at 8:15am

I would like to use c29 exclusively for flight training connected with the University of Wisconsin, but there are no hangars available to house any aircraft, certainly not a scalable fleet.

Anonymous user's comment on Sep, 26 at 6:07pm

Maintenance

Anonymous user's comment on Sep, 19 at 1:57pm

I train and fly out of the Middleton airport also looking to purchase a lot there to build a hangar

Anonymous user's comment on Jun, 17 at 11:17am

I have an airplane purchase in works and hope that I will be able to base my airplane at C29

Anonymous user's comment on Jun, 14 at 12:10pm

I would like a hanger for my plane, but never any availability

Anonymous user's comment on May, 30 at 8:17pm

Meetings (ground school, EAA, etc.)

Anonymous user's comment on May, 30 at 9:59am

Aircraft watching

Anonymous user's comment on May, 31 at 10:45am

Meetings, parties.

Anonymous user's comment on May, 30 at 10:33am

My intention would be to base aircraft at Morey but there is no space and more limited services than I'd prefer. Currently I base my aircraft at KMSN.

Anonymous user's comment on May, 29 at 8:15pm

efficient access to other aviation infrastructure in the state and nation

Question 5

If you utilize C29 for business, please describe the importance of the Airport to your operations:

Anonymous user's comment on Jun, 17 at 11:17am

I often fly my wife for business. The convenience of having the airport close to us and not having to deal with the size and competing against the commercial traffic and WI National Guard at Madison is very nice when trying to get in and out.

Anonymous user's comment on Jul, 16 at 11:21am

Convenience for travel for business

Anonymous user's comment on May, 30 at 10:52am

I currently only use for recreational use but my career was, in part, in corporate aviation. The airport is an essential asset to the Middleton community. Without an adequate airport, businesses would not consider locating or expanding in Middleton. Primary business considerations are: at least two paved runways of adequate length to accept turbine and jet business traffic; adequate maintenance and support so runways are clear and services available; US Customs office on field or in vicinity; adequate hangar space to accept overnight and short term transient aircraft; and adequate ground transportation.

Anonymous user's comment on Jun, 20 at 9:58am

I base an aircraft at C29 that I frequently use for business.

Anonymous user's comment on May, 29 at 5:20pm

It is vital, as we base two planes there

Anonymous user's comment on May, 29 at 5:52pm

Our company (headquartered in Madison) uses C29 for charter flights to our midwestern business locations.

Anonymous user's comment on Jul, 16 at 3:08pm

Very important. Just 10 minutes from home. Morey has an excellent, well maintained fleet of affordable airplanes to rent. I prefer renting over owning, and fly once or twice a week to various destinations. I support any decisions and improvements that support the availability and convenience of this fleet of rental planes.

Anonymous user's comment on May, 30 at 4:47pm

Very important!

Anonymous user's comment on Mar, 19 at 10:06pm

C29 is ideally located for my regular business flights to Madison, being on the west side on the metro area.

Anonymous user's comment on Jun, 13 at 10:15pm

Small size, easy access, perfect for quick in / out

Anonymous user's comment on Jun, 18 at 5:43pm

I live in Middleton but do business in Chicago. Would like to commute with my own plane but not going to get a plane without a hanger.

Anonymous user's comment on Jul, 05 at 10:06am

C29 saves me 8 hours every time I come to Madison. I'm there approx 2x/month...this saves me weeks per year.

Anonymous user's comment on Jul, 19 at 12:16pm

Excellent airport for giving emergency procedures training for recurrent pilot training, as well as a local launch point for business travel when utilizing GA aircraft.

Anonymous user's comment on Jun, 14 at 12:10pm

very important. at least once a week flights

Anonymous user's comment on Jun, 21 at 4:09pm

Very important

Anonymous user's comment on May, 29 at 9:17pm

significantly important we use this as a base as well, we use the hangar for remote office and meetings

Anonymous user's comment on Sep, 16 at 9:26pm

If their where more and better facilities, our company would use it more as our corp headquarters is only 2 miles from the airport. We currently use MSN for our jet ops.

Anonymous user's comment on Jun, 21 at 11:13am

Very important to my livelihood

Anonymous user's comment on Sep, 19 at 1:57pm

its easy to operate and travel for my business and its so easy and hassle free

Anonymous user's comment on Jun, 13 at 10:18pm

It is the most conveniently located airport to my home.

Anonymous user's comment on Nov, 20 at 12:15pm

C29 is at an ideal location for my business meetings. Rarely weather requires that I use MSN.

Anonymous user's comment on Jun, 06 at 1:02pm

Our company owns a business jet for travel throughout the US and Mexico to meet with business partners, and for travel between office locations. Our business jet can only operate at C29 when conditions allow.

Anonymous user's comment on Jun, 21 at 8:15am

I started a flight training program at the University of Wisconsin, the scalability of which has mass potential and is currently hindered by available hangar space and flight instructor availability, both of which would be improved through investment in C29.

Anonymous user's comment on Sep, 04 at 3:18pm

The airport is a vital transport hub for the west side, with relative ease of access to get to.

Anonymous user's comment on May, 29 at 6:35pm

Absolutely vital

Anonymous user's comment on May, 30 at 8:10am

C29 is critical to my business. We maintain and travel to facilities in 6 different WI locations via air. And can prospect to many more due to air travel. We couldn't do this if forced to drive. Our home office is located within 3 miles of C29. We utilize C29 2+ times per week for air travel to our facilities. MSN would be a very inconvenient and time consuming alternative.

Anonymous user's comment on Jun, 14 at 7:49am

We can bring in are customers and employees from are other locations that are in other states it makes it streamline for us as a company

Anonymous user's comment on May, 29 at 4:53pm

The Middleton airport is extremely important for my business (offices around the state) because of the location.

Your comment on May, 25 at 1:49pm 

asfasdfasdfasdfa

a;lkdflaskjdf;ljasdfklj;alkjsdf;kljasd;flkja;slkd;alskjdf;lakjsd;lfkjas;jfk;askjdf;askjfd;kajs;ldkjf;alskjdf;ka
aa;lkdjf;lkaj

Anonymous user's comment on Aug, 02 at 8:56am

Very important because it is close to our home offices.

Anonymous user's comment on May, 30 at 9:15am

It is vital to getting to my clients in a cost effective manner.

Anonymous user's comment on May, 30 at 4:54pm

Without it, we would not be doing business in Madison

Anonymous user's comment on Jul, 11 at 12:04pm

Airport location is ideal for western Madison and Middleton businesses for fast travel to and from airport and airport is easier fro which to depart than Dane County Airport.

Anonymous user's comment on May, 30 at 3:08pm

Far more convenient than MSN for our West side based business. Sometimes use my personal aircraft for business. Have used C29 for charters including aircraft based at C29 and elsewhere.

Anonymous user's comment on May, 29 at 6:03pm

convenient location of airport easy flight in and out compared to Dane County MSN

Question 6

What makes you choose to operate at Middleton Municipal Airport (C29) compared to other airports? Location? Facilities? Services? Please describe:

Anonymous user's comment on May, 30 at 7:56pm

Location and services

Anonymous user's comment on Jun, 18 at 5:43pm

Close to home.

Anonymous user's comment on Jul, 05 at 10:06am

Location - west side of Madison. Rental car on site. Quick, friendly service.

Anonymous user's comment on May, 30 at 1:39am

Location of our clubs aircraft

Anonymous user's comment on Jun, 13 at 10:18pm

The location is great. The facilities are below average for an airport in this metro location. Services are great when they are available, but the hours of availability are too short and don't match normal business flying.

Anonymous user's comment on Jun, 20 at 9:58am

It is a 12 min drive from my home and it has a grass runway. One of my planes is a taildragger and I prefer to operate off of grass. It should be further noted that the FAA states that grass runways are a safer environment for taildraggers.

Anonymous user's comment on May, 30 at 4:54pm

It is, literally, walking distance from our customers.

Anonymous user's comment on Jul, 11 at 12:04pm

Location on west is ideal for quick access.

Anonymous user's comment on Jun, 06 at 1:02pm

Location. We are a Madison based company with near-term plans to consolidate our offices and distribution center in Middleton. We currently own a corporate hangar at C29.

Anonymous user's comment on May, 29 at 9:17pm

location and ease of access, fuel delivery

Anonymous user's comment on Sep, 26 at 6:07pm

Location& maintenace

Anonymous user's comment on Jun, 13 at 10:18pm

The location is great. The facilities are below average for an airport in this metro location. Services are great when they are available, but the hours of availability are too short and don't match normal business flying.

Anonymous user's comment on Jun, 20 at 9:58am

It is a 12 min drive from my home and it has a grass runway. One of my planes is a taildragger and I prefer to operate off of grass. It should be further noted that the FAA states that grass runways are a safer environment for taildraggers.

Anonymous user's comment on May, 30 at 4:54pm

It is, literally, walking distance from our customers.

Anonymous user's comment on Jul, 18 at 3:19pm

The location is convenient and the people are friendly.

Anonymous user's comment on May, 30 at 10:33am

Location; it is most convenient to my home and work. Also size; I would much rather fly into and out of a smaller, local airport than a large commercial airport.

Anonymous user's comment on May, 29 at 6:22pm

Great location . Well maintained .

Anonymous user's comment on May, 29 at 5:20pm

Location on west side. Easy in easy out.

Anonymous user's comment on Jul, 16 at 3:08pm

It is very close to my home, and has a good selection of affordable and well maintained airplanes.

Anonymous user's comment on May, 29 at 6:03pm

close to my residence again easy in and out compared to Dane County MSN

Anonymous user's comment on May, 29 at 5:16pm

It's not Class C!!! Size of airport, location to residence, access to turf & paved runways, availability of flight training, fuel and maintenance on field, cleanliness of the grounds and terminal facilities, condition of runway and taxiways, promptness of snow removal, friendliness of field staff and clientele

Anonymous user's comment on May, 30 at 8:10am

Proximity of C29 to our businesses and home. Convenience of Fuel and maintenance facilities, and Owned hangar space. Available instruction for advanced ratings and IPCs.

Anonymous user's comment on May, 30 at 4:04pm

Location

Anonymous user's comment on May, 30 at 9:59am

Location.

Anonymous user's comment on May, 29 at 5:52pm

Easy access from Madison's west side.

Anonymous user's comment on Jul, 16 at 11:21am

Location - Morey is very close to my business and home.

Anonymous user's comment on Mar, 19 at 10:06pm

Location with adequate facilities. The upgrade to runway 10-28 and the terminal facility a few years ago were very important.

Anonymous user's comment on Jun, 07 at 3:06pm

Location to home and work.

Anonymous user's comment on Sep, 19 at 1:57pm

Location is important to me, I wish there were more services available there

Anonymous user's comment on Jun, 14 at 7:49am

The people and the time staving

Anonymous user's comment on May, 30 at 9:19am

Location, condition of runways/taxiways/terminal, availability of instrument procedures.

Anonymous user's comment on Jun, 09 at 10:01am

Location, facilities and good condition of both the airport and the FBO's offices.

Anonymous user's comment on May, 30 at 3:08pm

Most convenient location with necessary facilities.

Anonymous user's comment on Nov, 20 at 12:15pm

Location, instrument approaches, available electrical outlets for engine warmer use in cold weather, well-equipped small terminal, repair services on field in case of need.

Anonymous user's comment on Jun, 21 at 11:13am

Location

Anonymous user's comment on May, 29 at 10:35pm

Location. Easy access to hangers and short queue time for arrivals and departures.

Anonymous user's comment on May, 30 at 10:26am

Location, maintenance shop

Anonymous user's comment on May, 29 at 9:26pm

Location

Your comment on May, 25 at 1:49pm 

asdfasdf

Anonymous user's comment on Jun, 21 at 8:15am

Location and uncontrolled airspace is ideal for training UW students.

Anonymous user's comment on Jun, 21 at 6:09pm

Location Free landing fee

Anonymous user's comment on May, 30 at 9:59am

Location and friendly feel of the people

Anonymous user's comment on Jun, 21 at 4:09pm

location

Anonymous user's comment on May, 30 at 8:02am

Small airport more desirable for landing No tie down fee. Fuel services. Excellent repair services!

Anonymous user's comment on May, 30 at 8:30am

Location, cost, access to rental aircraft, access to training.

Anonymous user's comment on May, 29 at 9:26pm

EAA Chapter 93 is based there. Doesn't require Mode C.

Anonymous user's comment on Sep, 18 at 11:08pm

close to where I live

Anonymous user's comment on Jul, 19 at 12:16pm

Location, staff, ease of use.

Anonymous user's comment on May, 29 at 4:37pm

Location on West Side of Dane county, available grass runway

Anonymous user's comment on May, 30 at 11:45am

Facilities, events

Anonymous user's comment on May, 29 at 8:36pm

Convenient location and base for EAA Chapter 93/1389

Anonymous user's comment on May, 30 at 4:47pm

Location

Anonymous user's comment on Jun, 17 at 11:17am

Its 5 minutes from my work and 15 from my house. The runway is nicely paved and kept up, fuel is reasonable compared to the area.

Anonymous user's comment on Jun, 13 at 10:15pm

Location on the west side of Madison

Anonymous user's comment on Jun, 21 at 11:22am

C29 is a well kept airport near my home with excellent services and great management .

Anonymous user's comment on May, 29 at 8:15pm

Location, ease of access to the aviation/airport network.

Anonymous user's comment on Jan, 16 at 6:56pm

Good selection of rental planes. Convenient location. Pleasant, helpful staff.

Anonymous user's comment on May, 30 at 8:17pm

Flight training at C29 is more appealing than neighboring airports. Being class G, not having to deal with the tower makes the training a little easier for a beginning pilot.

Anonymous user's comment on Apr, 07 at 11:29am

Close to my home

Anonymous user's comment on May, 30 at 10:02am

Convenient location without a control tower.

Anonymous user's comment on May, 30 at 1:46pm

Location on West side. Flight school. FBO. Major repairs.

Anonymous user's comment on Sep, 04 at 3:18pm

Location on the west side

Anonymous user's comment on May, 30 at 10:52am

#1 Location

Anonymous user's comment on Nov, 20 at 3:51pm

Location, instructor availability

Anonymous user's comment on May, 29 at 6:35pm

Location to other business, airspace ease.

Anonymous user's comment on Jan, 08 at 3:19pm

Live here which obviously is location plus fuel available and cross runway

Anonymous user's comment on Jun, 14 at 12:10pm

close proximity to a house we own in Middleton. Bought a house in Middleton based very largely on C29 being so close by.

Anonymous user's comment on Jun, 18 at 4:05pm

Location, staff, reputation

Anonymous user's comment on Mar, 26 at 3:36pm

Proximity to where I work and live.

Anonymous user's comment on Sep, 03 at 2:21pm

Location on the west side of Madison.

Anonymous user's comment on May, 30 at 11:07am

Easy access, easy parking, light traffic, availability of ifr approaches

Anonymous user's comment on Jun, 16 at 10:02am

Middleton Airport is conveniently located near my place of work in Middleton. The rental and lesson rates at Morey Airplane Company are quite reasonable and competitive with other airports in the area.

Anonymous user's comment on May, 31 at 7:42pm

Location, services, size, turf option

Anonymous user's comment on May, 30 at 9:15am

Cost - decreased taxi time

Anonymous user's comment on May, 29 at 4:53pm

Location is the only I reason I'm located there. The facilities and services are lacking at C29 compared to other airports.

Anonymous user's comment on Jun, 25 at 3:37pm

location, facilities, servicesv

Anonymous user's comment on Jul, 22 at 3:29pm

C29 is close to my home on the west side and offers easy access to airplanes. It is a clean, well-maintained facility with moderate air traffic.

Anonymous user's comment on Aug, 02 at 8:56am

Location

Anonymous user's comment on Sep, 16 at 9:26pm

Location only

Anonymous user's comment on Jun, 06 at 6:48pm

Really good people at Capital Flight - Very forward thinking and nice.

What aircraft (make/model) do you operate at the Airport (C29), if any?

Anonymous user's comment on May, 30 at 1:39am

Piper Cherokee 140 (PA-28-140)

Anonymous user's comment on Jun, 21 at 4:09pm

Cessna 340, 310, 172, 152

Anonymous user's comment on Jun, 14 at 12:10pm

Cessna 152s & 172s, as well as Piper 140, and Robinson Helicopters

Anonymous user's comment on Jan, 16 at 6:56pm

Cessna 152's & 172's.

Anonymous user's comment on Jun, 13 at 10:18pm

SR22

Anonymous user's comment on Jun, 17 at 11:17am

SR20/22, Cessna 172 (various models)

Anonymous user's comment on May, 29 at 6:03pm

RV4

Anonymous user's comment on May, 29 at 5:52pm

Cessna 182.

Anonymous user's comment on Jul, 05 at 10:06am

Cirrus SR22

Anonymous user's comment on Jul, 16 at 11:21am

SR20

Anonymous user's comment on Jun, 18 at 4:05pm

Cessna 172

Anonymous user's comment on May, 30 at 9:15am

Cirrus, SR20

Anonymous user's comment on Nov, 20 at 12:15pm

Mooney 231, occasionally Cessna Cardinal C177

Anonymous user's comment on Jun, 16 at 10:02am

Cessna 172

Anonymous user's comment on Jul, 22 at 3:29pm

Cessna 172 Skyhawk

Anonymous user's comment on Sep, 04 at 3:18pm

Cessna 172

Anonymous user's comment on May, 29 at 8:36pm

Experimental Zenith CH-801

Anonymous user's comment on Jun, 07 at 3:06pm

Cessna Cardinal 177RG

Anonymous user's comment on Jun, 14 at 7:49am

172 and cirrus

Anonymous user's comment on May, 30 at 8:30am

Cessna C172 and C152

Anonymous user's comment on Jun, 20 at 9:58am

Cirrus SR20 and Piper SuperCub

Anonymous user's comment on Jun, 06 at 6:48pm

Cirrus SR22

Anonymous user's comment on May, 29 at 4:53pm

Cirrus SR22

Anonymous user's comment on Jul, 11 at 12:04pm

Cessna 152 & Cessna 172

Anonymous user's comment on Sep, 19 at 1:57pm

Cirrus SR22

Anonymous user's comment on May, 29 at 9:26pm

PA28-180, N33150. Frank Vogel Cuby, N24WW (Homebuilt).

Anonymous user's comment on May, 30 at 3:08pm

Cessna 182 & Searey LSA

Anonymous user's comment on May, 30 at 10:02am

Piper PA-12 and J3 Cub

Anonymous user's comment on Jun, 25 at 3:37pm

vans rv, hangar rental until my zenith ch750 project is finished

Anonymous user's comment on May, 29 at 10:35pm

Cirrus SR-20.

Anonymous user's comment on May, 29 at 9:26pm

At present, Cessna 172

Anonymous user's comment on May, 30 at 4:54pm

Cessna Caravan and other light aircraft.

Anonymous user's comment on Jun, 18 at 5:43pm

Cessna 172

Anonymous user's comment on May, 29 at 6:35pm

Cirrus SR22

Anonymous user's comment on May, 30 at 9:59am

C172, RV-9A

Anonymous user's comment on Sep, 16 at 9:26pm

We hangar a Husky A-1C, and occasional inbound for passenger pick up of a CE-525B more commonly called a CJ-3. We also hangar an experimental Glasair III

Anonymous user's comment on Jan, 08 at 3:19pm

Helicopter

Anonymous user's comment on Sep, 18 at 11:08pm

C172

Anonymous user's comment on May, 30 at 10:33am

Cirrus SR-22; Waco YMF-5C

Anonymous user's comment on May, 29 at 6:22pm

Columbia 300

Anonymous user's comment on Sep, 03 at 2:21pm

Cessna 172

Anonymous user's comment on May, 29 at 4:37pm

Cessna 170B

Anonymous user's comment on May, 29 at 9:17pm

Cessna 340

Anonymous user's comment on Nov, 20 at 3:51pm

Cessna 172

Anonymous user's comment on May, 30 at 10:52am

PA28-161 Piper Warrior II

Anonymous user's comment on May, 30 at 7:56pm

Light sport aircraft

Anonymous user's comment on Mar, 19 at 10:06pm

Mooney 231

Anonymous user's comment on Jun, 13 at 10:15pm

Cirrus

Anonymous user's comment on Mar, 26 at 3:36pm

In flight training now but will operate a single engine piston plane.

Anonymous user's comment on May, 31 at 10:41pm

Piper PA18

Anonymous user's comment on Jul, 18 at 3:19pm

Cessna 152, Cessna 172

Anonymous user's comment on May, 30 at 9:19am

Mostly, a Mooney M20R Ovation.

Anonymous user's comment on May, 30 at 1:46pm

C-182

Anonymous user's comment on May, 29 at 5:16pm

Experimental biplane

Anonymous user's comment on May, 30 at 4:47pm

Citation mustang. American champion scout. Lake amphibian

Anonymous user's comment on Aug, 02 at 8:56am

Cessna Citation Encore +

Anonymous user's comment on May, 30 at 11:45am

Stinson 108, Citabria

Anonymous user's comment on May, 30 at 10:26am

Cessna 210

Anonymous user's comment on Jul, 19 at 12:16pm

C172, SR22

Anonymous user's comment on May, 29 at 5:20pm

T34 Mentor, Aviat Husky.

Anonymous user's comment on Jul, 16 at 3:08pm

Cessna 172 and 152.

Anonymous user's comment on May, 30 at 8:02am

Cessna 182 and Ercoupe 10

Anonymous user's comment on Sep, 26 at 6:07pm

Cessna 182

Anonymous user's comment on May, 29 at 8:15pm

High performance single, single engine amphibious plane

Anonymous user's comment on May, 30 at 8:10am

Cessna 340A

Anonymous user's comment on May, 30 at 4:04pm

Wagabond Traveler

Anonymous user's comment on Jun, 21 at 11:22am

Cessna 182

Anonymous user's comment on May, 30 at 9:59am

C172

Anonymous user's comment on May, 30 at 11:07am

c310Q

Anonymous user's comment on Jun, 21 at 8:15am

Trainer Cessnas and Pipers

Anonymous user's comment on Jun, 06 at 1:02pm

Piper PA-18 for pleasure. Learjet 45 based in Grand Rapids, MI, which occasionally operates at C29 for business travel, when the pilots determine that conditions allow. Otherwise, the pilots choose to use KMSN.

Anonymous user's comment on May, 30 at 8:17pm

Cessna 172

Anonymous user's comment on Jun, 09 at 10:01am

C-172, PA-28, several homebuilt aircraft.

Anonymous user's comment on Apr, 07 at 11:29am

na

Anonymous user's comment on May, 31 at 7:42pm

C1821

Question 8

On average, how many operations do you currently conduct to or from the Airport (C29) per year? (Note: an operation is 1 takeoff or 1 landing; therefore, a trip to and from the airport counts as 2 operations)

Anonymous user's comment on Jun, 14 at 12:10pm

200 operations at least. might be well more than that

Anonymous user's comment on Jun, 09 at 10:01am

30 to 60



Anonymous user's comment on May, 30 at 10:02am

10-20

Anonymous user's comment on May, 29 at 5:16pm

400+

Anonymous user's comment on May, 30 at 1:39am

30

Anonymous user's comment on Jun, 13 at 10:15pm

30

Anonymous user's comment on Nov, 20 at 12:15pm

12

Anonymous user's comment on Jul, 16 at 11:21am

100

Anonymous user's comment on May, 30 at 8:10am

200

Anonymous user's comment on May, 30 at 4:54pm

50

Anonymous user's comment on May, 29 at 6:03pm

80

Anonymous user's comment on Sep, 16 at 9:26pm

52

Anonymous user's comment on Jul, 11 at 12:04pm

35

Anonymous user's comment on May, 29 at 10:35pm

40 operations

Anonymous user's comment on May, 29 at 4:31pm

200

Anonymous user's comment on Sep, 26 at 6:07pm

40

Anonymous user's comment on May, 30 at 8:17pm

20

Anonymous user's comment on May, 31 at 7:42pm

120

Anonymous user's comment on May, 29 at 6:22pm

200

Anonymous user's comment on Jun, 17 at 11:17am

approx 140

Anonymous user's comment on Jun, 14 at 7:49am

104 plus

Anonymous user's comment on Nov, 20 at 3:51pm

104

Anonymous user's comment on Jul, 16 at 3:08pm

Over 200 operations.

Anonymous user's comment on Jul, 18 at 3:19pm

120

Anonymous user's comment on May, 30 at 11:07am

50-100

Anonymous user's comment on May, 29 at 9:26pm

On average, probably 30 operations per year.

Anonymous user's comment on May, 30 at 9:59am

Numerous operations by that definition

Anonymous user's comment on Jan, 16 at 6:56pm

40

Anonymous user's comment on May, 30 at 10:33am

Presently very few - perhaps 4-6 per year. If I could base at Morey, it would be several hundred.

Anonymous user's comment on May, 29 at 5:20pm

150

Anonymous user's comment on Jun, 21 at 6:09pm

4 trips per year

Anonymous user's comment on May, 29 at 9:26pm

122

Anonymous user's comment on Jun, 06 at 6:48pm

10

Anonymous user's comment on May, 30 at 9:15am

12

Anonymous user's comment on Jun, 16 at 10:02am

100

Anonymous user's comment on May, 31 at 10:41pm

4

Anonymous user's comment on Jul, 19 at 12:16pm

96-125

Anonymous user's comment on May, 30 at 7:56pm

30

Anonymous user's comment on May, 30 at 10:52am

100 - 150 operations

Anonymous user's comment on May, 30 at 10:26am

150

Anonymous user's comment on Jun, 18 at 5:43pm

500-1,000

Anonymous user's comment on May, 30 at 3:08pm

200

Anonymous user's comment on Sep, 18 at 11:08pm

48

Anonymous user's comment on May, 30 at 8:02am

10

Anonymous user's comment on Aug, 02 at 8:56am

One

Anonymous user's comment on Jul, 22 at 3:29pm

Haven't been using the airport for 1 year yet, but I have ~60 in a period of 4 months.

Anonymous user's comment on Jun, 13 at 10:18pm

50

Anonymous user's comment on Jun, 06 at 1:02pm

150

Anonymous user's comment on Jun, 07 at 3:06pm

150

Anonymous user's comment on Jun, 18 at 4:05pm

50+

Anonymous user's comment on May, 29 at 5:52pm

20 (combination of charter flights and our own airplane).

Anonymous user's comment on May, 29 at 9:24pm

50

Anonymous user's comment on Jul, 05 at 10:06am

50-60

Anonymous user's comment on May, 30 at 11:45am

2-3

Anonymous user's comment on Jun, 21 at 4:09pm

1400

Anonymous user's comment on Mar, 19 at 10:06pm

12-20 operations/year

Anonymous user's comment on May, 29 at 9:17pm

40

Anonymous user's comment on Sep, 04 at 3:18pm

About 14-18

Anonymous user's comment on May, 30 at 4:04pm

I don't keep records of that, but in the last twelve months, I have conducted flights that use C29 on 36 different days, and these flights totaled 216 takeoffs and 216 landings. I don't know how many of those were at Morey.

Anonymous user's comment on Jun, 21 at 11:22am

200

Anonymous user's comment on May, 30 at 8:30am

52

Anonymous user's comment on Apr, 07 at 11:29am

0

Anonymous user's comment on May, 29 at 4:53pm

Over 200 operations

Anonymous user's comment on May, 29 at 6:35pm

100

Anonymous user's comment on Sep, 19 at 1:57pm

over 25

Anonymous user's comment on Mar, 26 at 3:36pm

200

Anonymous user's comment on Sep, 03 at 2:21pm

500

Anonymous user's comment on Jan, 08 at 3:19pm

No space available to rent or lease

Anonymous user's comment on Jun, 21 at 8:15am

Currently, we train 20 private pilots each year, which could be expanded 5 to 10 times in the coming years.

Anonymous user's comment on Jun, 20 at 9:58am

350

Anonymous user's comment on May, 30 at 9:59am

50-100

Anonymous user's comment on May, 30 at 9:19am

12

Anonymous user's comment on May, 29 at 8:15pm

100

Anonymous user's comment on May, 30 at 4:47pm

250

Anonymous user's comment on May, 30 at 1:46pm

100

Question 9

Using the chart below, please tell us about the length of your trips to or from the Airport (C29)?

Results Stats

	No operations at this length	0 - 25% of my operations	25 - 50% of my operations	50 - 75% of my operations	75% or more of my operations
Trips less than 100 Miles	4%	17%	18%	18%	34%
Trips from 100 - 250 Miles	8%	39%	21%	3%	8%
Trips from 250 - 500 Miles	16%	34%	14%	0%	4%
Trips from 500 - 750 Miles	25%	25%	5%	0%	0%
Trips from 750 - 1,000 Miles	28%	22%	0%	0%	3%
Trips more than 1,000 Miles	29%	17%	1%	0%	1%

Question 10

What are some common destinations for your longer flights from C29?

Anonymous user's comment on May, 30 at 8:10am

Most flights are WI: KEAU KLSE KAUW KSTP KGRB Further locations include Florida locations, California, Texas, New York, Carribean international.

Anonymous user's comment on Sep, 16 at 9:26pm

KSDL, KOMA, KICT, KPUB, CYQK

Anonymous user's comment on Jul, 19 at 12:16pm

MSP, MCO, DEN, UND

Anonymous user's comment on May, 29 at 9:17pm

Colorado, pheonix, Wyoming, Montana, Nashville

Anonymous user's comment on Jun, 09 at 10:01am

Illinois, Michigan

Anonymous user's comment on May, 29 at 5:16pm

Any airport with a restaurant located on it in Wi, Il, IA, or MN

Anonymous user's comment on May, 30 at 11:07am

KTVC, KATW, KPCZ

Anonymous user's comment on Jul, 11 at 12:04pm

Visit development sights for business and visit relatives.

Anonymous user's comment on Jun, 14 at 7:49am

Iowa, Minnesota, Florida

Anonymous user's comment on May, 30 at 9:59am

Anything in the Fly WI passport!

Anonymous user's comment on Jun, 07 at 3:06pm

Denver, Indianapolis, Naples FL

Anonymous user's comment on Mar, 26 at 3:36pm

BZN ECP

Anonymous user's comment on May, 31 at 12:09pm

LNR, OSH

Anonymous user's comment on Sep, 18 at 11:08pm

KPIA, 21D, KGRB

Anonymous user's comment on May, 29 at 9:26pm

Dayton, Detroit, Chicago, Minneapolis

Anonymous user's comment on May, 30 at 1:46pm

KLUN, KEAU.

Anonymous user's comment on May, 29 at 5:20pm

MKE, SBU, RST

Anonymous user's comment on Jan, 16 at 6:56pm

Other airports in Southern Wisconsin.

Anonymous user's comment on Jun, 18 at 4:05pm

N/A - flight training only at the moment

Anonymous user's comment on May, 30 at 10:33am

Dallas, TX; Denver, CO, Washington D.C.

Anonymous user's comment on Jun, 21 at 11:22am

Canada, Texas, Florida, S. Carolina

Anonymous user's comment on May, 30 at 10:52am

Florida, Illinois

Anonymous user's comment on May, 30 at 8:02am

Door County. Ashland/Madeline Is. UP michigan. Michigan

Anonymous user's comment on Jun, 14 at 12:10pm

central Minnesota, Northern Wisconsin

Anonymous user's comment on Aug, 02 at 8:56am

KMEM

Anonymous user's comment on May, 29 at 9:26pm

MRJ, LNR.

Anonymous user's comment on May, 29 at 8:15pm

recreational areas, friend and family visits

Anonymous user's comment on Jun, 16 at 10:02am

Wausau, La Crosse, Sheboygan, Appleton, Rockford

Anonymous user's comment on May, 30 at 8:17pm

KDLL, C35, KSBM

Anonymous user's comment on May, 29 at 6:35pm

Nashville, Kansas City, Florida, Midwest

Anonymous user's comment on May, 29 at 4:37pm

KBZN, KMYL

Anonymous user's comment on Jun, 13 at 4:49pm

D25

Anonymous user's comment on Mar, 19 at 10:06pm

KLUM = Menomonie, WI, my home airport.

Anonymous user's comment on May, 29 at 5:52pm

Minneapolis, Lansing, Tucson.

Anonymous user's comment on Apr, 07 at 11:29am

Visits to Europe, Hawaii, and Australia and visits within the U.S.

Anonymous user's comment on May, 30 at 9:15am

Kansas City, Nashville, Door County

Anonymous user's comment on Jun, 18 at 5:43pm

Aurora IL, Iowa City and Denver

Anonymous user's comment on Jun, 13 at 10:15pm

Sheboygan, LaCrosse, Green Bay, Pella, IA, Detroit, Indianapolis

Anonymous user's comment on Jul, 22 at 3:29pm

Sauk Prairie, Lone Rock, MSN

Anonymous user's comment on May, 29 at 4:53pm

KEGE, KFCM

Anonymous user's comment on Jun, 17 at 11:17am

Tennessee, Pennsylvania, Massachuttes

Anonymous user's comment on May, 30 at 4:54pm

Chicagoland

Anonymous user's comment on May, 30 at 11:45am

Lone Rock, Ephraim-Fish Creek, Schaumburg

Anonymous user's comment on May, 30 at 10:26am

Saint Louis,Kansas City,Omaha

Anonymous user's comment on Jun, 13 at 10:18pm

Tampa, Scottsdale, Denver, Knoxville, Chicago airports, Minneapolis airports, Various airports in Iowa, Illinois, Wisconsin, Minnesota

Anonymous user's comment on Sep, 19 at 1:57pm

Florida, Colorado

Anonymous user's comment on Sep, 04 at 3:18pm

Northern Wisconsin and Milwaukee area

Anonymous user's comment on May, 30 at 9:19am

I fly to C29 from KUES.

Anonymous user's comment on May, 30 at 4:47pm

Denver, Michigan

Anonymous user's comment on May, 30 at 1:39am

KSAW, KDAY

Anonymous user's comment on May, 29 at 10:35pm

Manitowish Waters, WI. Minneapolis Crystal.

Anonymous user's comment on Jun, 21 at 4:09pm

RST, MLI CIN, FSD

Anonymous user's comment on Jun, 20 at 9:58am

Alaska, Idaho, Florida, Colorado, Pennsylvania, Montana, Upper
Penninsula of MI

Anonymous user's comment on May, 29 at 6:22pm

MN, IL , Florida

Anonymous user's comment on Jun, 06 at 1:02pm

California, Colorado, Texas, Florida, New York, Mexico and the
Carribean.

Anonymous user's comment on Jun, 21 at 8:15am

training flights within 100 nm

Anonymous user's comment on May, 30 at 8:30am

So. Central, So. East and West Wisconsin airports.

Anonymous user's comment on Sep, 03 at 2:21pm

Northern Wisconsin

Anonymous user's comment on May, 30 at 3:08pm

Manitowish Waters WI, Ephraim WI, Lone Rock WI, Sturgeon Bay WI,
Branson MO, Rapid City SD, Summerland Key FL, Amarillo TX

Anonymous user's comment on Jul, 16 at 3:08pm

Evansville, IN. Omah, NE. Lincoln, NB. Louisville KY. Kansas City, MO.

Anonymous user's comment on May, 30 at 7:56pm

Eastern Iowa, Northern to central Illinois

Anonymous user's comment on Jul, 18 at 3:19pm

No common/ repeated destinations.

Anonymous user's comment on May, 29 at 8:36pm

Missouri, Arkansas, Texas, Illinois, Nebraska, Michigan, Kentucky, Minnesota

Anonymous user's comment on May, 29 at 6:03pm

khao 54j

Anonymous user's comment on May, 30 at 4:04pm

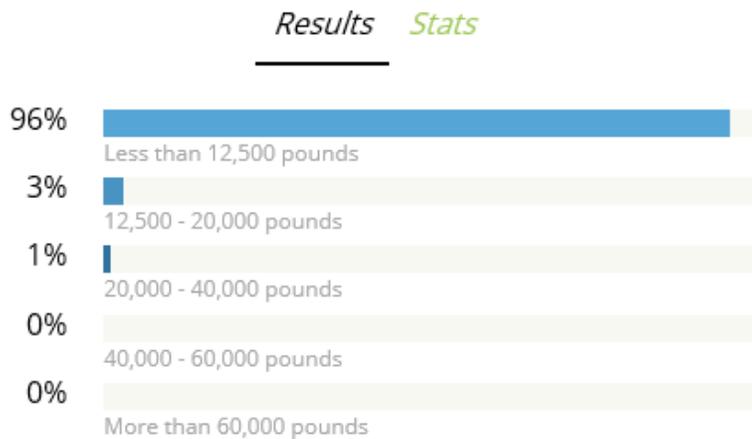
Northern Wisconsin, Northern Illinois

Anonymous user's comment on Nov, 20 at 12:15pm

KLUM, 3T3

Question 11

What is the maximum takeoff weight of your aircraft?



Question 12

Do you conduct instrument approaches at the Airport (C29)?

Results Stats

49% YES

51% NO

Question 13

If 'Yes' to the above, what instrument approaches do you conduct and how often (% of approaches)?

Anonymous user's comment on May, 29 at 5:52pm

RNAV. 50% of approaches.

Anonymous user's comment on Jun, 20 at 9:58am

GPS 10 and 28 any time conditions warrant their use. At least a few dozen times a year.

Anonymous user's comment on Jun, 07 at 3:06pm

What ever my instructor tells me to do.

Anonymous user's comment on May, 30 at 8:10am

RNAV 10 & 28. Conduct whenever conditions require and permit.

Probably about 10% of time an approach is required.

Anonymous user's comment on Jul, 18 at 3:19pm

LOC/DME RWY 10, VOR RWY 28 most often, 75% of approaches. The GPS to RWY 10 and 28 less than 25% of the time.

Anonymous user's comment on Jun, 17 at 11:17am

RNAV 28 - 50% RNAV10 - 30% LOC10 - 20%

Anonymous user's comment on May, 30 at 8:02am

20%

Anonymous user's comment on Jun, 14 at 12:10pm

will be getting IFR rating hopefully soon, so will be doing instrument approaches soon...

Anonymous user's comment on May, 30 at 9:19am

Now that my airplane is upgraded to use them, probably 100% RNAV/LPV.

Anonymous user's comment on May, 31 at 7:42pm

RNAV 10, LOC 10, RNAV 28, 10-15% of approaches

Anonymous user's comment on May, 30 at 4:47pm

GPS 10, GPS 28. 30%

Anonymous user's comment on Jul, 05 at 10:06am

5-10% RNAV (GPS) to either runway depending on wind.

Anonymous user's comment on May, 30 at 8:30am

1% RWY 28

Anonymous user's comment on Mar, 19 at 10:06pm

25% -- all flight plans are IFR, most approaches are visual.

Anonymous user's comment on May, 30 at 11:07am

RNAV-90%, LOC-10%

Anonymous user's comment on May, 30 at 10:26am

RNAV 10, RNAV 28

Anonymous user's comment on May, 29 at 6:22pm

RNAV 10 and 28

Anonymous user's comment on May, 30 at 10:33am

RNAV; approximately 25%

Anonymous user's comment on May, 30 at 9:15am

RNAV 10 3 per year RNAV 28 3 per year

Anonymous user's comment on May, 29 at 9:17pm

All, but mostly GPS

Anonymous user's comment on May, 30 at 10:52am

VOR approaches

Anonymous user's comment on Jul, 22 at 3:29pm

Currently operating VFR, but anticipate doing IFR training and being able to go IFR from C29.

Anonymous user's comment on Jun, 06 at 6:48pm

RNAV - 100%

Anonymous user's comment on Jun, 21 at 4:09pm

20%

Your comment on May, 25 at 1:49pm 

20% of my approaches

Anonymous user's comment on Jun, 16 at 10:02am

50% LOC 10 50% GPS 10 or 28

Anonymous user's comment on May, 30 at 1:46pm

RVAV 10 and 28. 10%

Anonymous user's comment on May, 29 at 10:35pm

RNAV 28, LOC 10

Anonymous user's comment on May, 29 at 5:20pm

10%

Anonymous user's comment on Nov, 20 at 12:15pm

GPS RWY 10, 75%

Anonymous user's comment on Sep, 16 at 9:26pm

RNAV 10 & 28

Anonymous user's comment on May, 29 at 4:53pm

We conduct RNAV approaches 25% of the time

Anonymous user's comment on May, 29 at 9:26pm

RNAV 75%, LOC 20%, VOR 5%

Anonymous user's comment on May, 30 at 3:08pm

90% RNAV 10, 10% RNAV 28

Anonymous user's comment on Jun, 21 at 8:15am

All

Anonymous user's comment on May, 29 at 6:35pm

RNAV 10/28

Anonymous user's comment on Jun, 13 at 10:18pm

All approaches depending on favored runway at the time.

Anonymous user's comment on Sep, 26 at 6:07pm

RNAV 10 and 28 5%

Anonymous user's comment on Aug, 02 at 8:56am

RNAV LPV 100%

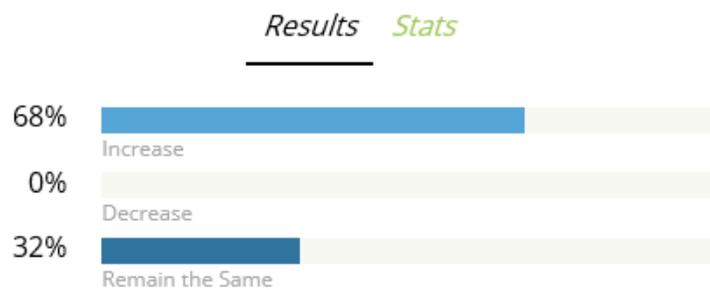
Anonymous user's comment on Sep, 18 at 11:08pm

RNAV 10 50%, LOC 10 25%, RNAV 28 25%

Section 3 - Future Use

Question 14

In the next 5 years, do you anticipate your aircraft operations will:



Question 15

In the next 5 years, do you expect to:



Question 16

If switching or adding aircraft in the next 5 years, please identify the make/model of aircraft:

Anonymous user's comment on Jun, 13 at 10:15pm

Cirrus SR 22T

Anonymous user's comment on Aug, 02 at 8:56am

Mid size corporate jet

Anonymous user's comment on May, 30 at 3:08pm

Cirrus SR22

Anonymous user's comment on May, 29 at 6:03pm

add another aircraft Zenith 750

Anonymous user's comment on May, 29 at 9:26pm

Vans RV-8

Anonymous user's comment on Sep, 26 at 6:07pm

C172

Anonymous user's comment on Jun, 17 at 11:17am

Procurement of an SR22 is currently in works.

Anonymous user's comment on Jun, 21 at 4:09pm

172SP while keeping my current aircraft

Anonymous user's comment on Jul, 16 at 11:21am

Not determined yet

Anonymous user's comment on Jun, 18 at 4:05pm

Purchase Cessna 172 (currently renting)

Anonymous user's comment on Jun, 13 at 4:49pm

Cirrus SR series

Anonymous user's comment on May, 29 at 5:16pm

An aircraft for back-country flying and off-airport landings

Anonymous user's comment on May, 29 at 6:22pm

Columbia 400 or Mooney ovation

Anonymous user's comment on May, 30 at 4:04pm

Searey Amphibian

Anonymous user's comment on Jun, 20 at 9:58am

Cessna 180

Anonymous user's comment on May, 29 at 5:20pm

Diamond DA 40 or 42

Anonymous user's comment on Sep, 19 at 1:57pm

2021 Cirrus F50 Vision Jet

Anonymous user's comment on May, 30 at 8:10am

TBM

Anonymous user's comment on May, 29 at 8:15pm

another high performance, complex single

Anonymous user's comment on Jul, 18 at 3:19pm

Something larger. Perhaps a light twin engine airplane.

Your comment on May, 25 at 1:49pm 

Hawker 800

Anonymous user's comment on May, 30 at 1:39am

SEL - undetermined make/model

Anonymous user's comment on Jun, 13 at 10:18pm

SR22

Anonymous user's comment on May, 29 at 4:53pm

Citation M2

Anonymous user's comment on May, 30 at 10:33am

Newer SR-22; adding a T-34

Anonymous user's comment on May, 30 at 11:07am

MU-2

Anonymous user's comment on Jun, 21 at 8:15am

Cessna and Piper trainers

Anonymous user's comment on Jul, 22 at 3:29pm

Diamond DA40

Anonymous user's comment on Jun, 14 at 12:10pm

Bush plane, like a Husky. Maybe a Cessna Cardinal too.

Anonymous user's comment on Jun, 14 at 7:49am

cirrus

Anonymous user's comment on May, 29 at 9:26pm

NA

Anonymous user's comment on Jun, 25 at 3:37pm

adding a zenith ch750

Anonymous user's comment on Jul, 11 at 12:04pm

RV-14

Anonymous user's comment on May, 29 at 5:52pm

TBM

Anonymous user's comment on Jun, 21 at 11:22am

Cirrus SR22

Anonymous user's comment on Jan, 08 at 3:19pm

Enstrom and Bell

Anonymous user's comment on Mar, 26 at 3:36pm

Cirrus SR22

Anonymous user's comment on May, 31 at 7:42pm

Not sure

Anonymous user's comment on May, 29 at 9:17pm

C340 or larger

Anonymous user's comment on Jun, 09 at 10:01am

?? Not yet identified.

Anonymous user's comment on Jun, 18 at 5:43pm

Cirrus SR-22

Section 4 - Facility Needs (Runways)

Question 17

Does the current length of primary Runway 10-28 at C29 pose constraints to your operations?

Results Stats

7% YES

93% NO

Question 18

If 'Yes' to the above, please describe the constraints (examples: fuel-restricted, payload restricted, wet or slippery conditions):

Anonymous user's comment on Jun, 06 at 1:02pm

Our Learjet 45 can only operate at C29 when the pilots are comfortable with the conditions. Constraints include fuel and payload restrictions and wet/slippery runway conditions.

Your comment on May, 25 at 1:49pm 

We are fuel and payload restricted for any destination in excess of 500 NM

Anonymous user's comment on Aug, 02 at 8:56am

All of the above.

Anonymous user's comment on May, 29 at 6:35pm

Contaminated runway, cross winds

Anonymous user's comment on May, 30 at 4:47pm

Wet or slippery conditions.

Anonymous user's comment on Nov, 20 at 3:51pm

Absence of another runway direction limits flight in crosswind conditions.

Anonymous user's comment on May, 29 at 9:17pm

it doesn't constrict my current airplane in normal conditions, however upgrading or doing more business there is harder to accomplish with the length that exists

Anonymous user's comment on Jun, 17 at 11:17am

n/a

Anonymous user's comment on May, 29 at 4:53pm

I have a Embraer Phenom 300 that I operate out of another airport due to the short runway at C29. I can rarely bring it in to C29 so we end up operating out of MSN.

Anonymous user's comment on May, 29 at 9:26pm

NA

Anonymous user's comment on Sep, 16 at 9:26pm

Balance field length restricted based on V1 cut. weight restricted due to runway condition, slippery, wet etc.

Question 19

What length of primary Runway 10-28 would be ideal for your needs? Please describe for both takeoffs and landings:

Anonymous user's comment on May, 29 at 9:17pm

5000'

Anonymous user's comment on Jun, 13 at 10:18pm

Minimum 5,000' would be preferred

Anonymous user's comment on Jun, 17 at 11:17am

Current length is ideal for my personal needs.

Anonymous user's comment on May, 30 at 4:47pm

5000 feet

Anonymous user's comment on Sep, 16 at 9:26pm

5000 ft

Anonymous user's comment on May, 30 at 11:07am

5000' for both

Anonymous user's comment on May, 30 at 8:17pm

Current length is fine.

Anonymous user's comment on May, 30 at 10:52am

Current length of 10-28 adequate for GA aircraft. Not adequate for all small and mid-size business jets.

Anonymous user's comment on May, 30 at 8:10am

5000' for takeoffs and landings

Anonymous user's comment on Aug, 02 at 8:56am

5,500 feet, 100 feet wide, grooved.

Anonymous user's comment on Jan, 08 at 3:19pm

Helicopter does not need more runway.

Anonymous user's comment on May, 29 at 8:36pm

The existing length is more than adequate. Generally need only 1500 ft or less.

Anonymous user's comment on May, 30 at 4:54pm

Perfect as is.

Anonymous user's comment on May, 30 at 7:56pm

Current 4000' is fine for me.

Anonymous user's comment on May, 30 at 3:08pm

Existing runway plenty long. Can operate out of less than 2000'.

Anonymous user's comment on Nov, 20 at 12:15pm

3500 ft

Anonymous user's comment on Jun, 21 at 8:15am

the runway is fine for training

Anonymous user's comment on Jun, 21 at 4:09pm

4000

Anonymous user's comment on Jun, 16 at 10:02am

The current length is fine for the planes I fly, but I would have no objection to a longer runway if it helps others.

Anonymous user's comment on Jun, 21 at 11:22am

4000ft

Anonymous user's comment on May, 29 at 9:26pm

4000 ft

Anonymous user's comment on Jun, 06 at 6:48pm

5000 ft plus

Anonymous user's comment on Jun, 14 at 12:10pm

1800 ft is sufficient for all my current needs

Anonymous user's comment on Jul, 16 at 3:08pm

It currently satisfies my needs.

Anonymous user's comment on May, 30 at 9:19am

3500 is enough for me for nearly any condition, but 5000 would allow for any future aircraft upgrades I've considered.

Anonymous user's comment on May, 29 at 4:53pm

5000 ft

Anonymous user's comment on May, 29 at 6:35pm

6000

Anonymous user's comment on May, 30 at 10:33am

It is acceptable now, although 5500' would be ideal.

Anonymous user's comment on Jun, 07 at 3:06pm

6k

Anonymous user's comment on Jun, 21 at 11:13am

5500'

Anonymous user's comment on May, 29 at 8:15pm

3000 feet

Anonymous user's comment on May, 30 at 9:59am

The length of Rwy 10-28 is already ideal and keeps us in check as pilots. Anything longer would be unnecessary.

Anonymous user's comment on May, 29 at 5:52pm

Longer is always better.

Anonymous user's comment on May, 29 at 6:03pm

existing 4000 meets my needs

Anonymous user's comment on Jun, 18 at 5:43pm

Current length is fine for me.

Anonymous user's comment on Jun, 06 at 1:02pm

Minimum of 5000 feet. Preferably a grooved runway to eliminate 'wet' takeoff and landing calculations.

Your comment on May, 25 at 1:49pm 

5,250 feet

Anonymous user's comment on May, 29 at 9:26pm

NA

Anonymous user's comment on Jun, 20 at 9:58am

Ideal now

Anonymous user's comment on May, 30 at 4:04pm

The current length of runway 10-28 is more than adequate for my needs.

Anonymous user's comment on Jun, 25 at 3:37pm

4000 ft

Anonymous user's comment on Jul, 22 at 3:29pm

Current length is sufficient for my needs

Anonymous user's comment on May, 31 at 7:42pm

4000 for both

Anonymous user's comment on May, 29 at 5:16pm

5,000+

Anonymous user's comment on Jul, 18 at 3:19pm

I would like it to be slightly longer for landings. Maybe another 500 feet.

Question 20

What is the ideal runway length you identified above based on? Insurance requirements? Corporate policy? Aircraft manual? Please describe:

Anonymous user's comment on Jan, 08 at 3:19pm

Aircraft manual

Anonymous user's comment on Jun, 21 at 8:15am

see 19

Anonymous user's comment on Jul, 18 at 3:19pm

It would be ideal for touch and go's and other flight training happening in the area.

Anonymous user's comment on Jun, 21 at 11:22am

Aircraft requirement

Anonymous user's comment on Jun, 07 at 3:06pm

Insurance

Anonymous user's comment on May, 29 at 9:26pm

Aircraft manual + margins of safety

Anonymous user's comment on May, 29 at 6:03pm

aircraft performance of RV and Zenith 750 Stol

Anonymous user's comment on May, 30 at 9:59am

The runway length is already ideal.

Anonymous user's comment on Jul, 16 at 3:08pm

4000 ft.

Anonymous user's comment on May, 30 at 11:07am

Ease of use , safety

Anonymous user's comment on May, 29 at 9:17pm

Insurance and opportunity to bring more business in.

Anonymous user's comment on May, 30 at 4:47pm

my own comfort level.

Anonymous user's comment on May, 31 at 7:42pm

Future higher performance

Anonymous user's comment on May, 30 at 8:17pm

N/A

Anonymous user's comment on Jun, 06 at 6:48pm

Most engine failures happen on departure. Longer runways allow for "Landing Straight Ahead" in the event of an engine failure below 500 ft (Often fatal it there is no good place to put the plane down).

Anonymous user's comment on May, 30 at 7:56pm

Aircraft performance

Anonymous user's comment on Jun, 14 at 12:10pm

the aircraft i fly

Anonymous user's comment on May, 29 at 8:15pm

None

Anonymous user's comment on May, 30 at 9:19am

Aircraft requirements

Anonymous user's comment on Sep, 16 at 9:26pm

Balance field length, and runway contamination.

Anonymous user's comment on May, 30 at 8:10am

Safety

Anonymous user's comment on Jun, 21 at 4:09pm

anything longer than 3000

Anonymous user's comment on May, 29 at 9:26pm

NA

Anonymous user's comment on May, 29 at 5:52pm

Safety.

Anonymous user's comment on May, 30 at 10:52am

5000 - 6000 feet

Anonymous user's comment on Jun, 06 at 1:02pm

Aircraft manual and the corporate policy of the company that manages our business jet.

Anonymous user's comment on May, 30 at 10:33am

5500' would allow a greater range of options for aircraft and, more importantly, an improved safety margin for my current aircraft.

Anonymous user's comment on May, 29 at 5:16pm

Ability to host larger aircraft at fly-in events (e.g. warbirds)

Anonymous user's comment on May, 29 at 4:53pm

Aircraft POH, Insurance and corporate policy dictate the length. The longer the better

Anonymous user's comment on Aug, 02 at 8:56am

Takeoff and landing field length safety requirements.

Anonymous user's comment on Jun, 13 at 10:18pm

Corporate preference, safety

Anonymous user's comment on May, 30 at 3:08pm

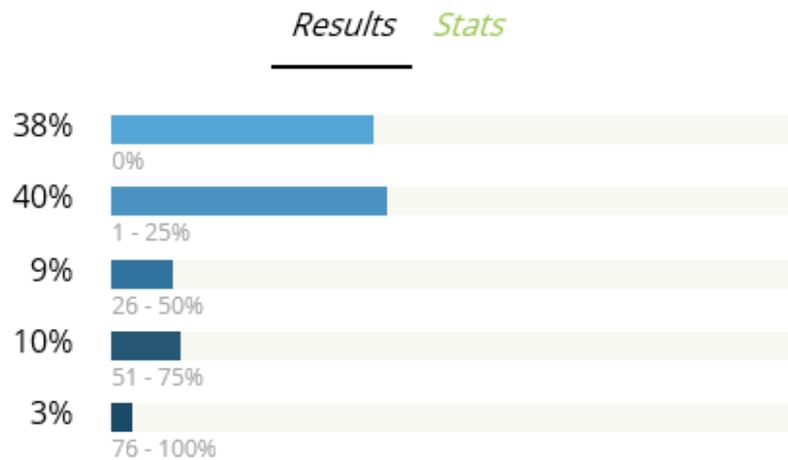
POH says need 1200 but prefer to have double that for extra safety margin.

Anonymous user's comment on May, 30 at 4:04pm

Safe operations in varying conditions

Question 21

What percentage of your operations at C29 occur on Runway 01-19 (turf crosswind)?



Question 22

List any reasons why you utilize the crosswind runway rather than the primary runway:

Anonymous user's comment on Aug, 02 at 8:56am

None, not hard surfaced.

Anonymous user's comment on May, 29 at 5:16pm

Practice

Anonymous user's comment on May, 29 at 9:26pm

Grass is preferred for taildragger operations, less tire wear, easier to control aircraft directionally.

Anonymous user's comment on May, 29 at 5:52pm

Short field and soft field landing practice. And if there is a strong crosswind.

Anonymous user's comment on Sep, 18 at 11:08pm

high winds

Anonymous user's comment on May, 31 at 12:09pm

practice

Anonymous user's comment on May, 30 at 1:46pm

Strong winds from the north or south above 15 knots

Anonymous user's comment on May, 30 at 4:47pm

One of my planes is a Taildragger and needs to land on turf

Anonymous user's comment on Jul, 16 at 3:08pm

Strong crosswinds.

Anonymous user's comment on May, 29 at 8:36pm

Easier on tires and more fun.

Anonymous user's comment on Jun, 14 at 12:10pm

to continue practice and proficiency of grass strip soft field take off and landings. Please always make sure there is a grass strip available at C29 since there aren't many good grass strips around.

Anonymous user's comment on Jun, 21 at 4:09pm

Training,

Anonymous user's comment on Jun, 14 at 7:49am

if winds high landing is hard or may not be able to land if too high

Anonymous user's comment on May, 31 at 10:41pm

I only use grass runways

Anonymous user's comment on Jun, 17 at 11:17am

High Cross winds for 10-28

Anonymous user's comment on Nov, 20 at 12:15pm

I land at KMSN if the crosswind component exceeds 15 kt-- I would never use a turf runway

Anonymous user's comment on Jan, 16 at 6:56pm

If the crosswind component is more than I am capable of.

Anonymous user's comment on May, 29 at 6:35pm

Safety

Anonymous user's comment on May, 30 at 10:52am

Only if crosswind is beyond limitations of my aircraft.

Anonymous user's comment on May, 30 at 4:54pm

The turf runway is better for our tires.

Anonymous user's comment on May, 31 at 7:42pm

Turf for tail wheel operation, saves tires.

Anonymous user's comment on Sep, 16 at 9:26pm

For the Husky it is to maximize use of the turf to protect and limit big tundra tire wear.

Anonymous user's comment on Jun, 21 at 8:15am

less than 5% of training for soft field T/O & Landing practice

Anonymous user's comment on Jun, 21 at 11:22am

Wind may favor the turf. C29 needs a paved north/ South rw

Anonymous user's comment on May, 30 at 8:17pm

Favorable winds, soft/short field practice.

Anonymous user's comment on Jun, 09 at 10:01am

Wind and weather more favorable, I like turf. (But willing to give it up for airport improvements.)

Anonymous user's comment on Jun, 07 at 3:06pm

Turf Practice

Anonymous user's comment on May, 30 at 3:08pm

Wide grass runway is much safer for tailwheel aircraft. Will also use it for my 182 when strong crosswinds favor it.

Anonymous user's comment on May, 29 at 5:20pm

Safety

Anonymous user's comment on Jun, 06 at 1:02pm

When wind conditions favor the crosswind runway and I prefer landing on turf.

Anonymous user's comment on May, 30 at 10:33am

Wind is the primary; desire to practice on grass and with taildragger is secondary.

Anonymous user's comment on May, 29 at 9:26pm

Softfield TO/LDG practice, crosswind landing practice

Anonymous user's comment on Mar, 26 at 3:36pm

Practice

Anonymous user's comment on Jun, 25 at 3:37pm

wind , practice

Anonymous user's comment on May, 30 at 9:59am

Strong winds, to change it up a bit, and most importantly to enjoy the turf

Anonymous user's comment on May, 30 at 8:02am

It fun to land on turf. Easier on the airplane. Its a NICE runway. Good practice. Good for tail dragger sign off and currency.

Anonymous user's comment on Jul, 19 at 12:16pm

Wind.

Anonymous user's comment on May, 29 at 4:37pm

Prefer tuft operations for current aircraft.

Anonymous user's comment on May, 30 at 4:04pm

Use turf to reduce wear and tear on tires. Better feel landing on grass. Improved safety landing on grass. Winds favor N/S runway. Winds favor E/W runway but I want to practice crosswind landings. Winter operations on straight skis.

Anonymous user's comment on Sep, 03 at 2:21pm

Wind direction, training.

Anonymous user's comment on Jul, 11 at 12:04pm

Safety, winds from north or south favor landing in this direction.

Anonymous user's comment on Jan, 08 at 3:19pm

Helicopter

Anonymous user's comment on May, 30 at 8:30am

Safety, especially for a smaller aircraft on crosswind day.

Anonymous user's comment on May, 30 at 9:15am

Grass is hard on wheel pants

Anonymous user's comment on May, 29 at 8:15pm

Safety!

Anonymous user's comment on May, 29 at 6:03pm

high east west winds with gusts

Anonymous user's comment on Jun, 16 at 10:02am

Flight training (soft field takeoff/landing, short field takeoff/landing), or strong northerly or southerly winds. Having a turf runway is quite useful in a training context.

Anonymous user's comment on May, 30 at 11:45am

Turf preferred

Anonymous user's comment on Jun, 20 at 9:58am

It is a grass runway and is preferable for tailwheel aircraft

Anonymous user's comment on Sep, 26 at 6:07pm

My 182 is new to me and I fly with wheel pants and am not a fan of grass with them

Question 23

Are there any issues that prevent you from using the crosswind runway? Or does the crosswind runway affect your overall use of the Airport (C29)?

Anonymous user's comment on May, 30 at 3:08pm

Availability of wide grass crosswind runway is a big benefit for the many small tailwheel aircraft operating out of C29.



Anonymous user's comment on May, 30 at 1:46pm

Closed in the winter. Length too short.

Anonymous user's comment on May, 29 at 6:22pm

It is turf and my plane does not land on turf

Anonymous user's comment on Jul, 22 at 3:29pm

01/19 is turf and short.

Anonymous user's comment on May, 30 at 4:04pm

The N/S runway is sometimes too short for safe takeoffs at high gross weights, on hot days, or with unfavorable wind conditions, but that's fine, because I can always take off from the pavement. Having the grass N/S runway always available for landings is one of the major draws of Morey. There are very few times at which it is impossible to land there due to wind conditions.

Anonymous user's comment on Jun, 14 at 12:10pm

the grass strip is another reason we chose to buy a house in Middleton, since C29 had a grass strip available

Anonymous user's comment on May, 30 at 9:59am

turf. When there is too strong of a crosswind I go to KMSN.

Anonymous user's comment on May, 29 at 9:1 /pm

it does not affect my normal operations, however i operate a small aircraft that is not kept at C29 and use the turf frequently

Anonymous user's comment on May, 30 at 10:26am

Too short

Anonymous user's comment on May, 30 at 8:02am

South end a little nerve-y when out of practice.

Anonymous user's comment on Jun, 09 at 10:01am

I utilize the "crosswind" runway so that my operations are not "crosswind."

Anonymous user's comment on Jun, 13 at 10:18pm

Insurance

Anonymous user's comment on Jun, 20 at 9:58am

None

Anonymous user's comment on May, 30 at 8:17pm

No

Anonymous user's comment on May, 30 at 9:19am

It's too short for me. Luckily I haven't encountered conditions requiring a crosswind runway there yet.

Anonymous user's comment on May, 29 at 8:15pm

None

Anonymous user's comment on Jun, 18 at 5:43pm

No

Anonymous user's comment on Nov, 20 at 12:15pm

Turf - never

Anonymous user's comment on May, 30 at 4:47pm

There would be a nice safety factor to have a paved crosswind runway

Anonymous user's comment on Sep, 04 at 3:18pm

Do not use since it is not paved.

Anonymous user's comment on May, 30 at 9:15am

Sometimes crosswinds are restrictive

Anonymous user's comment on May, 30 at 10:52am

Do not favor turf for nose wheel aircraft. Turf runway is too short for many GA aircraft.

Anonymous user's comment on Sep, 16 at 9:26pm

heavy rain and flooding, long grass.

Anonymous user's comment on Jul, 11 at 12:04pm

Yes, the fact that it is grass limits its use. A PAVED north/south runways needed. Utilization of the airport would increase and safety would increase.

Anonymous user's comment on Mar, 19 at 10:06pm

My aircraft is not suitable for grass runways!

Anonymous user's comment on Jun, 17 at 11:17am

I wish there was a paved crosswind runway because one of the planes I fly is restricted from using turf runways. Also, it is too short to use if I have a fully loaded plane especially in hot humid summer days. There are times where I either end up landing at my full crosswind comfort zone or don't end up flying at all due to the high cross winds.

Anonymous user's comment on Jul, 18 at 3:19pm

It is shorter than I would like so I don't use it often. I would prefer if it were 3000 ft. Occasionally, I will not fly at Morey if the winds are strong and favoring runway 01 or 19 due to the short length of the runway.

Anonymous user's comment on May, 30 at 8:10am

Aircraft is too heavy for turf in anything less than extremely dry conditions. Aircraft not designed for off pavement landings. Would only use in an emergency.

Anonymous user's comment on May, 30 at 7:56pm

Closed at least half of the year. Often wet and soft. A paved crosswind runway would help a great deal.

Anonymous user's comment on May, 31 at 7:42pm

No

Anonymous user's comment on May, 30 at 10:33am

I have a strong preference to continue having a crosswind runway. I would be far less interested in Morey if it had only one runway. I would prefer to have a paved crosswind runway (although it would be great to have a parallel turf runway maintained).

Anonymous user's comment on Jun, 06 at 1:02pm

It is closed for the winter months. I would choose to fly more during the winter months if there was a crosswind runway available.

Anonymous user's comment on Nov, 20 at 3:51pm

Flight student so I am unable to utilize the turf runway.

Anonymous user's comment on Jan, 08 at 3:19pm

NO

Anonymous user's comment on Jun, 21 at 8:15am

No

Anonymous user's comment on Jun, 06 at 6:48pm

I would come there more often if the turf runway was asphalt and 3000 + feet

Anonymous user's comment on Jun, 25 at 3:37pm

no

Anonymous user's comment on May, 30 at 8:30am

Take off on RWY 19 less than desirable, flying over populated area with limited emergency options.

Anonymous user's comment on May, 29 at 8:36pm

Generally closed during winter months

Anonymous user's comment on May, 31 at 10:41pm

I only use grass runways

Anonymous user's comment on May, 29 at 9:26pm

I prefer the crosswind runway for my aircraft.

Anonymous user's comment on May, 29 at 6:03pm

super wet or un snow plowed

Anonymous user's comment on May, 30 at 11:07am

Too short for my aircraft, no affect on my use of other facilities

Anonymous user's comment on Jul, 19 at 12:16pm

no

Anonymous user's comment on Jun, 07 at 3:06pm

Sometimes prefer tarmac to turf

Anonymous user's comment on May, 30 at 9:59am

There are no issues preventing me from using the crosswind runway.

Anonymous user's comment on Jun, 18 at 4:05pm

None

Anonymous user's comment on May, 29 at 10:35pm

Unable to safely use turf runway with Cirrus.

Anonymous user's comment on Jun, 16 at 10:02am

No

Anonymous user's comment on May, 29 at 4:53pm

I cannot use the crosswind runway because it is not paved

Anonymous user's comment on May, 29 at 9:26pm

When the ground is wet, the crosswind runway is unusable.

Anonymous user's comment on Mar, 26 at 3:36pm

No

Anonymous user's comment on May, 29 at 4:37pm

01-19 is closed significant portion of the year which hampers operations.

Anonymous user's comment on Jun, 21 at 4:09pm

Length, it is too short, and surface, it is closed late fall to early spring

Anonymous user's comment on Aug, 02 at 8:56am

Not paved.

Anonymous user's comment on Jul, 16 at 3:08pm

It can be difficult to use for takeoff on hot humid days, and it is not open in the winter.

Anonymous user's comment on Sep, 26 at 6:07pm

No

Anonymous user's comment on Jun, 14 at 7:49am

don't land on grass if was concrete would use more

Anonymous user's comment on May, 30 at 1:39am

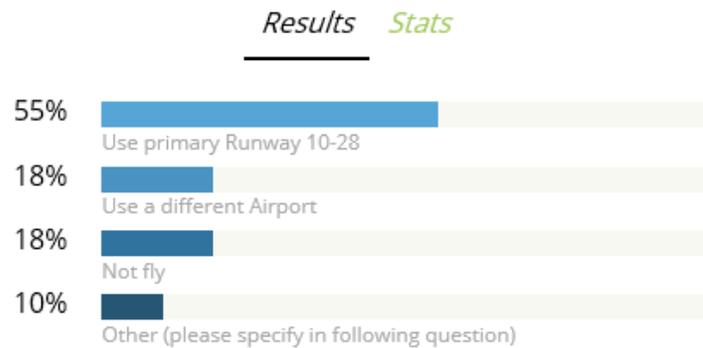
Unpaved

Anonymous user's comment on Jan, 16 at 6:56pm

At times the turf runway is closed due to weather conditions. There is often a northerly or southerly wind across the main runway, preventing me from flying.

Question 24

At times when you would prefer to use a crosswind runway, but are unable to use Runway 01-19, what do you do?



Question 25

If 'Other' to Question #24, please describe:

Anonymous user's comment on Jun, 17 at 11:17am

Depends on if I am departing or arriving. Departing - I don't fly; arriving I either delay my flight or go into MSN and then ferry over when winds die down.

Anonymous user's comment on May, 29 at 9:17pm

my aircraft isn't suitable to land on turf so i have no options. if Crosswind exceeds limits, i go elsewhere

Anonymous user's comment on Jan, 08 at 3:19pm

Don't need a runway

Anonymous user's comment on Jun, 06 at 6:48pm

It really depends on how strong the winds are. I am comfortable landing in 15 knot cross wind component. Much more than that and I am going to KMSN

Anonymous user's comment on Jun, 09 at 10:01am

Above: >Either< use 10-28 or not fly; depends on the wind conditions.

Anonymous user's comment on Jul, 11 at 12:04pm

Airport needs another paved runway. This would greatly enhance the quality and safety of the airport since planes could use a safer paved runway.

Anonymous user's comment on May, 31 at 10:41pm

I prefer grass runways over asphalt

Anonymous user's comment on May, 30 at 10:33am

Frankly it's all of the above depending on conditions and aircraft.

Anonymous user's comment on May, 29 at 6:03pm

I will use primary 10-28 if not wet and soft or not plowed then I might use the 01-19. Depending on conditions, I may not fly at all.

Anonymous user's comment on May, 30 at 8:02am

Closed for most aircraft in winter. Wish it were plowed for winter use

Section 5 - Facility Needs (Hangars)

Question 26

Is your aircraft based at Middleton Municipal Airport (C29)?

Results *Stats*

43% YES

57% NO

Question 27

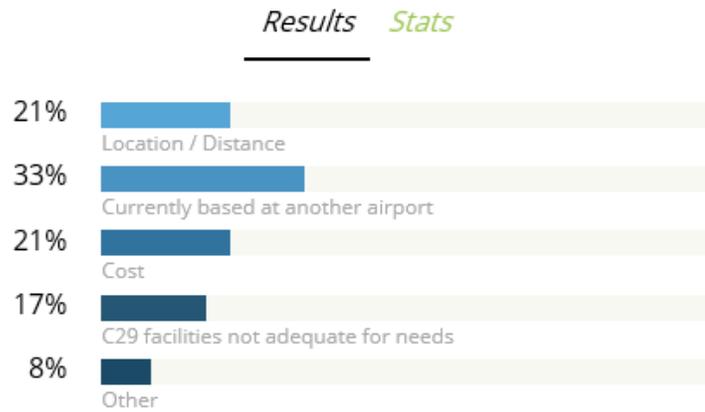
If at another location, would you consider basing your aircraft at C29 if adequate hangar space were available?

Results *Stats*



Question 28

If not interested in basing you aircraft at C29, please tell us why?



Question 29

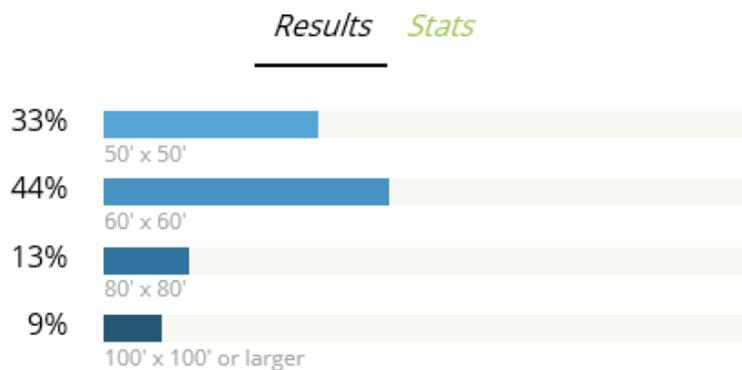
If interested in basing at C29, would you be interested in:

Results *Stats*

	Yes	No	Maybe
Constructing a new hangar:	58%	13%	25%
Purchasing an existing hangar:	51%	17%	15%
Renting a hangar:	34%	8%	32%
Renting a t-hangar unit:	26%	15%	28%

Question 30

If interested in constructing a new hangar, please indicate the approximate size:



Section 6 - Other Facility Needs & Rankings

Question 31

How would the following better accommodate your use of Middleton Municipal Airport (C29)?

	<u>Results</u>	Stats		
	Must Have	Nice to Have	Low Importance	Not Needed
Longer Primary Runway	10%	27%	27%	21%
Longer Crosswind Runway	12%	47%	8%	17%
Paved Crosswind Runway	29%	34%	8%	18%
Improved Approach Procedures	12%	35%	22%	12%
Additional Space for Hangars	49%	23%	9%	9%

Question 32

Are you aware of any businesses or operations that would relocate to Middleton Municipal Airport (C29) if longer runways or other improvements were provided?



Question 33

If 'Yes', please describe the facility needs and what business operations would benefit:

Anonymous user's comment on May, 29 at 9:17pm

internet to all hangars, crew car, restaurant, pilot lounge/meeting room, indoor hangar storage for transient aircraft. it would bring more fuel sales, more local business, more options for corp and small commuter aircraft.

Anonymous user's comment on Jun, 17 at 11:17am

Hangars!!!! Businesses can't base aircraft at C29 if there is no hangar space available. Current terminal and essentially fee-less use for businesses flying in is all I am aware of from the few folks I have talked to about using the airport.

Anonymous user's comment on May, 30 at 4:47pm

5000 foot runway.

Anonymous user's comment on Sep, 16 at 9:26pm

We would move our jet ops from our hangar at MSN to a new facility at Morey as it is 25 minutes closer to home and office.

Anonymous user's comment on Jun, 14 at 7:49am

all small business guys like us that have smaller planes that have companies in multiple states

Anonymous user's comment on May, 30 at 1:39am

Heavy Bomber weekend would likely be relocated to C29 if there was a runway long enough to accommodate the traffic

Anonymous user's comment on May, 30 at 9:19am

I don't personally know of any, but I'd love to have a restaurant there again. Scott's didn't have hours conducive to attracting fly-in traffic.

Anonymous user's comment on May, 29 at 5:20pm

Hangars and additional runway

Anonymous user's comment on Sep, 19 at 1:57pm

Few Real Estate Investors

Anonymous user's comment on Sep, 26 at 6:07pm

Larger hangar for 4-6 Cessna type aircraft and a specialty flight school (non exist like it yet)

Anonymous user's comment on Aug, 02 at 8:56am

Yes, we would. Airport attended 24 hours, at least on a call out basis for fuel and runway plowing.

Anonymous user's comment on Jun, 25 at 3:37pm

eea chapter 93 may build a hangar for meetings fly-ins, young eagle events , airplane building for teaching, etc

Anonymous user's comment on Jan, 08 at 3:19pm

Do your homework there is nothing to rent or a lot to build a hangar. I've been trying for 6-7 years to get the City to come up with something. So far nothing except lip service

Anonymous user's comment on Jun, 06 at 1:02pm

Our company would consider basing our business jet at C29 if the runway length and surface type was conducive and there were adequate airport services for year round operations including snow removal, de-icing, and a trained/certified line staff.

Anonymous user's comment on May, 30 at 4:04pm

I know many people who would be based at Morey if more hangars were available at a reasonable price. The hangar shortage and pricing situation is the biggest barrier to increasing the success of the airport.

Anonymous user's comment on Jun, 13 at 10:18pm

Larger aircraft (cabin class piston and turboprops, jets) prefer at least a 5000' runway. Line and fueling services need to be improved.

Anonymous user's comment on May, 30 at 8:10am

Longer runway needed. Turbine and jet service

Anonymous user's comment on May, 30 at 10:33am

"yes" is really "maybe" and "it depends." The most important improvement for increased business use would be a longer primary runway and improved terminal facilities. Of course, hangar space is also critical. NOTE: regarding hangar space I answered 60x60 but if larger were available I'd build larger.

Anonymous user's comment on Jun, 14 at 12:10pm

Hanger space. For both my own personal needs, as well as the flying club currently located at C29, but is considering to locate elsewhere since no hanger available to store the aircraft in.

Anonymous user's comment on Jun, 21 at 8:15am

I would venture to guess that many larger jet operators would use c29 if 10/28 was longer. One thing to think about is the influence Foxconn will have in the Madison area.

Anonymous user's comment on May, 29 at 8:15pm

5000 feet

Question 34

Please rate the condition of the airport facilities and services

Results Stats

	Excellent	Good	Fair	Poor
Runway Length	28%	56%	14%	1%
Taxiway System	36%	54%	8%	0%
Pavement Edge Lighting	28%	60%	8%	0%
Airfield Marking / Signage	29%	58%	9%	0%
Visual Approach Aids (PAPIs / REILs)	20%	53%	16%	0%
Navigational Instruments	16%	48%	19%	0%
Airport Traffic Patterns	25%	59%	8%	1%
Airspace / Obstructions	18%	48%	25%	3%
Automated Weather Reporting	29%	58%	8%	0%
Fuel Dispensing / Availability	31%	50%	13%	1%
Pilot Services	21%	54%	19%	3%
Apron Tie-down / Parking space	24%	56%	14%	1%
Regulations / Contracts / Leases	18%	40%	14%	8%
Automobile Access and Parking	35%	48%	11%	4%

Question 35

Please explain any "fair" or "poor" rating assigned in Question #34

Anonymous user's comment on Mar, 19 at 10:06pm

There are huge towers south of c29

Anonymous user's comment on Jun, 06 at 1:02pm

Runway length is too short to accommodate our business jet in most conditions.

Anonymous user's comment on Jun, 17 at 11:17am

I have no ability to lease a place to build a hangar. The airport does not rent any hangars either as an alternate option. I have heard stories that some folks have sold airplanes some time ago and currently use hangars as personal storage lockers - I believe this sort of use is against FAA regulations and no one is enforcing this.

Anonymous user's comment on May, 30 at 9:59am

Hangars are inaccessibly expensive.

Anonymous user's comment on May, 29 at 9:24pm

Would use swift fuel

Anonymous user's comment on Sep, 16 at 9:26pm

Not considered to be a class 1 operation for our jet. Fuel and hangar availability and reliability as well as runway length and taxiway width.

Anonymous user's comment on May, 30 at 11:07am

Airport needs a restaurant and longer hours. Ideally a mechanic on duty on weekends.

Anonymous user's comment on Jul, 18 at 3:19pm

The noise abatement for RWY 27 can be difficult at times. In my opinion, there would be more pilot services available if there was increased traffic in Morey. The ramp space is also limited if it gets busy so additional ramp space would be nice.

Anonymous user's comment on Jun, 20 at 9:58am

We need to be ever vigilant to guard against airspace infringement. More parking is needed at the FBO and a larger meeting space is needed.

Anonymous user's comment on Jun, 21 at 8:15am

C29 desperately needs more hangar space, which will drive the need for more parking and security; however, security should not be burdensome. The current level of security seems adequate.

Anonymous user's comment on Jul, 11 at 12:04pm

Grass strip is too short, should be also be paved. Grass strip has tree on approach to 19. Pilot services are cramped, showers? Little Tomahawk airport has a far better accommodations for pilots and guests. Tie-down area seems tight. Also no roof covered tie down areas.

Anonymous user's comment on May, 29 at 10:35pm

Fuel equipment (pumps, visual readouts, grounding strap eqpt, fuel truck) meet expectations for a lightly used remote strip, not at a high use reliever airport.

Anonymous user's comment on Jul, 22 at 3:29pm

A visual approach slope indicator would be helpful.

Anonymous user's comment on Jul, 16 at 11:21am

No available hangers

Anonymous user's comment on May, 30 at 10:33am

The taxi system doesn't allow easily for multiple simultaneous operations. The traffic patterns are far too constrained by complainers in the community rather than being designed for safety and ease of operation. The airspace can be tricky with KMSN and the nearby towers. Nothing you can do about that. Regarding regulations and leases, my rating reflects the complete unavailability of any space or ability to lease or contract for space. I would have minimum two aircraft on the field today if I could be let in and would operate exclusively from Morey for the next 20 years at least.

Anonymous user's comment on Jun, 07 at 3:06pm

The airport beacon could be easier to see. Also the automated weather could have a stronger transmitter to boost it's range.

Anonymous user's comment on May, 30 at 8:10am

Minimum approach altitudes and higher than most other locations due to airport physical layout and other obstructions in proximity of airport grounds

Anonymous user's comment on Jun, 14 at 7:49am

could use more hangers patterns sometimes could be better know its loud hits hard but if you live there you know you moved next to airport should not be big deal

Anonymous user's comment on Sep, 26 at 6:07pm

It can be restricting being under the Madison Class C. Fuel prices are VERY high.

Anonymous user's comment on May, 29 at 8:15pm

Need another flight training and repair facility

Anonymous user's comment on Sep, 18 at 11:08pm

sometimes difficult to find tie down space

Anonymous user's comment on Jun, 16 at 10:02am

Navigational Instruments: additional localizer or glideslope indicators would be very beneficial to flight training. Pilot services: Morey's facility could use a renovation. Compare to other FBO facilities at nearby airports.

Anonymous user's comment on May, 29 at 9:17pm

current pump is pathetic, low volume pump, takes forever to pump fuel compared to all other places. there really are no pilot services, compared to most other places.

Anonymous user's comment on May, 30 at 10:52am

Could use more parking for airport events, but day to day parking is adequate.

Anonymous user's comment on May, 30 at 8:17pm

The current FBO would benefit from some modernization. The lack of a pilot lounge, restaurant, and crew car make this airport not as appealing as others. Additional fuel options such as 94UL would make this a more enticing fuel stop.

Anonymous user's comment on Aug, 02 at 8:56am

We would need a 5,500 foot x 100 foot grooved runway with HIRL and MALSR. Approach minimums need to be 200 feet and 1/2 mile visibility. Single point refueling is required. The airport is Fair for a midsize corporate jet and good for light aircraft.

Anonymous user's comment on May, 30 at 4:54pm

The giant TV towers, which obviously cannot be removed, are a hazard I could do without.

Anonymous user's comment on May, 29 at 4:53pm

The runway is too short, and the lighting is not great and is out of services sometimes. The fuel truck was down for a month and the FBO and self service pump doesn't take American Express (90% of FBO's take Amex). We buy most of our fuel on the road at two other FBO's that match C29's self serve price with full serve service and we can use Amex. There also have been times that the FBO runs out of fuel completely. The pilot services at C29 are lacking to most urban FBO's in similar size cities. There is no marshalling of aircraft visiting Middleton which is unusual.

Anonymous user's comment on Jun, 09 at 10:01am

I had no opinion on some items.

Anonymous user's comment on May, 30 at 8:02am

More public parking needed for events, meeting and educational activities. Wind turbines a concern and the south towers.

Anonymous user's comment on Sep, 04 at 3:18pm

Approach lighting hard to see. Pilot areas feel uncomfortable and limited Tie-down limited and all is exposed to hail storms

Anonymous user's comment on Jun, 06 at 6:48pm

1) I'm not sure what you mean by Navigational Instruments 2) We all hate the radio/TV towers on the west side of Madison ;-)
Not much we can do about that. 3) Fuel prices could be better. Give us a reason not to get fuel in Madison. If I get fuel in Monroe I will save \$27 (or 5.75 gallons for free!) on a half a tank. Worth the flight.

Anonymous user's comment on May, 31 at 10:41pm

A courtesy car and a restaurant would be attractive.

Question 36

Please share any additional comments about the Middleton Municipal Airport, the current facilities, or future needs:

Anonymous user's comment on Jun, 20 at 9:58am

The retention of a grass runway is the highest priority in any new plans. There are a large number of tailwheel aircraft based at C29 and the grass runway is a major reason many of them base there.

Anonymous user's comment on May, 29 at 8:36pm

The airport should provide the new Swift fuel.

Anonymous user's comment on May, 31 at 9:27am

None of these questions relate to community impact of low flying pleasure craft over residential areas. They make a lot of noise and most are just pleasure or hobby aircraft. The attracting a large new business to redevelop on the site much better long term use of this prime land.

Anonymous user's comment on Aug, 09 at 10:02pm

I don't use the airport, but I am glad it is here in Middleton.

Anonymous user's comment on May, 30 at 8:10am

Could be a wonderful medium sized executive and general aviation airport with a paved north/south runway and more hangar space.

Anonymous user's comment on May, 30 at 10:33am

Expansion is critical. Right now the airport isn't very active and every spot is full - in many cases with aircraft that don't fly or don't fly much or with non-aviation activities. There is enormous demand. I'm aware of at least a dozen other individuals in my position - people with aircraft and discretionary income to spend on fuel and travel. The airport community could be far more vibrant if it was allowed to grow and change instead of being ossified with the small number of current users. For me, #1 priority is allowing development of new hangar space. Ideally this would be mixed between commercial development of T-hangars for purchase or rent and private development of individual box hangars. #2 priority is a paved crosswind runway at least 2200' long. Ideal would be to maintain a parallel turf runway, but that would be secondary to having a paved crosswind option. Anything beyond those two priorities would be gravy. If business use (as opposed to GA and pleasure use) is desired, a longer primary would be a key priority, but that would put more pressure on the community complainers (while also funding more airport operation).

Anonymous user's comment on May, 30 at 1:46pm

Please improve runway 01/19

Anonymous user's comment on May, 29 at 5:16pm

Larger and more meeting room space, tenant restroom facilities located in hangar areas, on premise restaurant, less signage regulations, more funding from the City of Middleton, more open areas on and around the airport to improve safety margins (solar panels on the field diminishes field safety!)

Anonymous user's comment on Jul, 16 at 3:08pm

The most important thing for me is that Morey Airport continue to provide a fleet of well-maintained, affordable airplanes for rent, and first-class flight instruction.

Anonymous user's comment on Jun, 13 at 10:15pm

Private General Aviation is booming - hangar space at Middleton is impossible to find and the limited supply drives prices up. Make more space available soon!

Anonymous user's comment on May, 30 at 9:59am

While I think some updates would be a good idea, those updates are more related to the FBO building and space, and not the condition of the runways or their configurations.

Anonymous user's comment on May, 29 at 4:53pm

I know several companies/people looking for hangar space at C29 and there's nothing available.

Anonymous user's comment on Jul, 11 at 1:09pm

Unless Middleton users need to have an expanded airport, I favor not lengthening the main runway.

Anonymous user's comment on May, 30 at 8:17pm

The current Morey FBO staff are friendly and the facility is clean. It's disappointing the FBO leases a portion of their space, which was previously a bakery, to some little French boutique which is open only occasionally. When it is open for business, it generates a lot of non-aviation traffic at the airport and makes automobile parking more of a challenge. I believe this space would be better suited to either a restaurant, some other aviation-related business, or even another conference or training room. There is a second 'pseudo-FBO' on the field, which is catering to the higher-end renter and student, offering instruction in more advanced and newer aircraft. The owners of this firm are friendly and engage the aviation community with events and outreach. An EAA Chapter is based out of this airport, and airport management is as accommodating as they can be, although lack of available hangar space is preventing the EAA Chapter from fully accomplishing its mission. It would be nice if additional hangar space became available so the EAA chapter could finally have a workshop and clubhouse.

Anonymous user's comment on May, 31 at 12:30pm

It would be nice to be more aware, as a member of the general public, what charter options there are for flying out of the Middleton Airport. I currently don't know what options there might be, or how to find out more, but there have been a handful of situations in which a private flight might have been useful.

Anonymous user's comment on Jun, 06 at 6:48pm

In general, it's a great airport that Middleton should be proud of. I know there are some airports that have put in longer runways to accommodate jets which has brought industry to the area. One example is KUNU (Dodge County). The runway is beneficial to John Deere, Walmart and Menard's. Another example is Sheboygan (KSBM) that expanded their runways to entice the PGA (and it worked!). We all know how much Madison traffic stinks. Imagine being able to show an airport with EASY access to the West side, Verona, Cross Plains, - Even Sauk Prairie. Good Luck!

Anonymous user's comment on May, 30 at 11:45am

A restaurant based at Middleton would be ideal. Many people fly to Lone Rock simply to eat at Piccadilly Lilly's, and it's not that great of a restaurant! Something along the line of the Jet Room at MSN might just bring a lot more aircraft into Middleton

Anonymous user's comment on May, 30 at 3:08pm

Great place to base small GA aircraft. Know many at other local airports that would prefer to be at C29 if there were hangar space. Do not want to lose the wide grass runway. Making it a bit longer would benefit some but paving it over would not be seen as an upgrade for many existing users.

Anonymous user's comment on Jun, 16 at 10:02am

An on-field restaurant would be nice!

Anonymous user's comment on May, 30 at 4:04pm

The airport desperately needs more hangars. There are too few available and the price is way too high compared to nearby airports. I'm fairly indifferent as to whether 10/28 is lengthened, but wouldn't mind seeing 01/19 be a bit longer, as long as it remains grass (or has a grass strip next to it, like at Waunakee). Please consider how to accommodate pilots operating on straight skis in any expansion plans.

Anonymous user's comment on Aug, 02 at 9:51am

Miss the cafe at the airport, not a pilot, but would enjoy a quick bite to eat and watch the planes.

Anonymous user's comment on May, 31 at 10:45am

We must consider the impact of the airport changes on whole of Middleton and the surrounding areas. How would it influence the quality of their life--short term and long term.

Anonymous user's comment on Jun, 18 at 5:43pm

I think it's obvious we need more hangers due to four year waiting list. I think more hangers will bring more businesses to Middleton. Nice restaurant on the airport is always a bonus for me.

Anonymous user's comment on May, 29 at 8:15pm

Great airport, need more hangars to increase city revenue and maintain and grow the quality of services.

Anonymous user's comment on Jun, 21 at 11:22am

A paved N/S rw and more hangers would be a real plus for C29 and make it much more useable

Anonymous user's comment on Jun, 09 at 10:01am

What is so damned difficult about developing additional hangar areas? That is BY FAR the most pressing need at C29.

Anonymous user's comment on Jul, 05 at 10:06am

The only issue I've ever had traveling to C29 is getting a car rented. Deb has had to do me a few favors over the years - letting me take the courtesy car overnight, etc. The other options like Enterprise have not been able to help on short notice. I don't want to ask favors, but sometimes, Avis drops the ball and I find myself in your lobby without a car.

Anonymous user's comment on Jan, 16 at 6:56pm

I think the large company EPIC in neighboring city of Verona would probably benefit from longer runways and an asphalt north-south runway.

Anonymous user's comment on Aug, 10 at 1:59pm

Currently planes fly under 500 ft over residential areas. Some much lower. It's aggravating for residents. Expect some push back

Anonymous user's comment on May, 30 at 7:56pm

The main issue for me is the lack of a paved, year-round crosswind runway.

Anonymous user's comment on May, 30 at 9:19am

Availability of courtesy car(s) would go a long way towards making the airport more useful, and encouraging pilots to spend money at local businesses. Renting a car for a quick trip in is tedious and expensive. Madison airport has several courtesy cars, making it easier to do business on the east side.

Anonymous user's comment on May, 29 at 6:22pm

A paved cross winds runway 01-19 is really essential

Danny Aerts's comment on Jun, 09 at 7:20am

Any airport expansion should consider the effects of increase airplane/jet noise on the surrounding neighborhoods.

Anonymous user's comment on May, 30 at 11:07am

Overall, very good airport. Has been a great place to train and to be based. Would like to see it grow, but not as large as KMSN.

Anonymous user's comment on Jun, 21 at 8:15am

I'm trying to grow a large flight training operation at UW-Madison. I have the demand from the students to do this. I do not, however, have the infrastructure at C29 to support it. Again, I would prefer to develop this at C29 as opposed to KMSN, which is where most of the current training is conducted.

Anonymous user's comment on Mar, 19 at 10:06pm

The most effective improvement to C29 would be a crosswind paved runway of 5000 feet oriented roughly 200-020 degrees, terminating at the west end of 28-10. The only time I cannot use C29 is when there's a smoking south crosswind, present or predicted. This orientation would miss the towers, the neighborhood to the SW, and would require only a small re-routing of Schneider Road, while being aligned with the strongest southerly crosswinds.

Anonymous user's comment on Sep, 04 at 3:18pm

More hangars are needed, the airport has great potential but is limited by few hangars, tie-down areas and pilot resting area.

Anonymous user's comment on May, 30 at 8:02am

While Randy, Deb and Rich are airport institutions, a friendlier front staff would be nice. They are nice to pilots they know. Poor with unicom and welcoming pilots. I would love to see the reception at Morey be more like Watertown KRYV!!!!

Anonymous user's comment on Sep, 16 at 9:26pm

A new FBO would be a plus.

Anonymous user's comment on Jun, 07 at 2:58pm

You've designed this survey with owners of aircraft and people learning to fly in mind, but you haven't included any way for community members who live in the vicinity of the airport to give their input, which I think is important too. Honestly, as long as the airport is a relatively small, quiet airport without too much traffic, I rather enjoy having it in the neighborhood. It's interesting and fun to watch the small planes take off, land, and fly overhead, and to participate in occasional events at the field. We've had friends with planes invite us for rides, we've had friends fly in to visit, we've participated in the American Eagles program with children, we've come over for events before the Oshkosh Airshow. I think the airport would make a great field trip for local elementary or middle school children, if someone could show the kids a plane up close and talk about how it works and what it takes to be a pilot. On the other hand, this survey suggests you'd like to "improve" the airport so more people would use it more. Maybe the goal isn't having a lot more air traffic and noise and air pollution in our area, but that would be the unavoidable result of increasing use of the airport. So, as a local who really likes Middleton, I'm not in favor of bringing more planes and higher usage to our little local airport. If you ever started a commercial service to Chicago from the Municipal Airport, we might use that as being a lot more convenient than flying out of the Dane County Airport in Madison, or taking a bus to Chicago. But even then, preserving the nice atmosphere along Airport Road might be more important to us than the convenience. The quiet and beauty and tranquility of the countryside is the sort of thing one doesn't think to appreciate or value until one loses it. At which point it's too late. (And God forbid we ever have thousands of drones buzzing our heads because our neighbors couldn't wait another day for their Amazon orders!)

Anonymous user's comment on Sep, 26 at 6:07pm

I think you would see affordable T-hangars fill up quick.

Anonymous user's comment on Jun, 14 at 12:10pm

Just keep cost in line with other surrounding airports. Most people I talk to, including myself, regularly fill up at other airports to always save at least \$1/gallon or even more. When building hangers, do what is needed to keep costs reasonable, whether to rent or buy. The hanger need can't be satisfied by more hangers being built alone. The hangers also have to be reasonably affordable. If not affordable, then like the fuel, people will still go elsewhere with that too. It would be nice to break the reputation of being one of the expensive airports.

Anonymous user's comment on Sep, 19 at 1:57pm

Would love to see Middleton Airport expand and provide additional space to build hangars

Anonymous user's comment on May, 30 at 8:30am

Wonderful operation, great people.!

Anonymous user's comment on May, 29 at 9:26pm

The Middleton airport needs more hangars. I know of several pilots complaining about it (and I am forwarding this survey to them) and I will be in the market for one as soon as 12 months from now; interested in T-hangars, 50'x50, & 60'x60'. I would much prefer to take my business to Middleton.

Anonymous user's comment on Nov, 20 at 12:15pm

It's a wonderful general-aviation airport

Anonymous user's comment on May, 30 at 10:52am

I attended an airport commission meeting recently. It did not appear the commissioners held a consensus or had a vision for the airport. Appeared decisions were based on competing and conflicting goals, such as desired airport uses, whether the airport should be returning money to the city, or whether the city should be investing in the airport. C29 is a valuable and functional asset to the city same as police, fire and utilities. In my experience it is highly unusual and unrealistic to expect an airport to make money for the municipality. Exception would be a large airport such as KMSN that has substantial passenger traffic and parking to generate fees. Difficult for small and medium size airports to generate fees, particularly with the GA fleet projected to shrink in the future. Revenue is in large qua cities of Jet A fuel sales and services such as maintenance, avionics, hangar space, meeting facilities, etc. Grass strips and tail draggers are nice but they will never, alone, support or sustain C29.

Anonymous user's comment on Jun, 17 at 11:17am

Lack of hangars to build or rent is severely limiting the use of the airport and the ability to expand operations. A paved crosswind runway would make the use of the airport much more usable on the high wind days. The high winds are not so much the limiting factor; just that they are crosswind.

Anonymous user's comment on Aug, 28 at 11:11am

I do not have a plane or work in a position which could utilize Morey Airport, I feel it could benefit more companies locating to Middleton, western Dane County if certain work was completed.

Anonymous user's comment on Jan, 08 at 3:19pm

Quit dinkin around and make space available and be pro aviation instead of procrastinating and provide positive and true answers in lieu of having people guessing. Probably a yes or no would be in order instead of maybe. EAA is trying to get young people involved in aviation and more people would fly as no one likes an aircraft sitting outside and the aforementioned lip service.

Anonymous user's comment on May, 30 at 9:59am

Until more hangar space becomes available the airport will not grow. Hangar availability and cost is the largest deterrent to more operations.

Anonymous user's comment on May, 31 at 10:41pm

My interactions with staff have been pleasant. Keep it simple and accessible to light aircraft like Cubs. I have no interest in patronizing airports that prioritize bizjets, turbines and the like over small aircraft.

Anonymous user's comment on Jun, 25 at 3:37pm

i have flown out of morey airport since 1945 and found that it always has sufficient facilities for any private pilots needs

Anonymous user's comment on May, 29 at 9:17pm

longer runway, develop area around it into a community with homes, condos(hangar condos) business park. create a welcoming place for people to come enjoy and engage in aviation

Anonymous user's comment on Jul, 11 at 12:04pm

Extreme lack of hangar space, I put my name on a list back in 2007! More hangar area would make the airport more useful and greater revenue to the airport. Hangars can also be built small or larger if its more effective for planes to share space. Lack of paved north/south runway reduces the utility of the airport. A N/S paved runway would greatly enhance the quality and safety of the airport since planes could use a safer paved runway.